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INTELLIGENCE REPORT

CONFIDENTIAL

COUNTRY Germany (Russian Zone)

DATE:

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SUBJECT Railroad Shipments
Troops, and Tanks

This document is hereby regraded to
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Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

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1. In the period between 19 April and 1 May 1947, the principal freight reported on the Spandau-Gross Behnitz railroad line was railroad tie (Schwellen). [redacted] three full trains were dispatched and on 3 May a fourth was also reported to have departed for Brest-Litovsk. [redacted] the dismantling of this section of track is practically complete, except for the area of Buschow-Neugarten (Z35 and Z45 respectively), where several carloads still remain. When these are dispatched, the removal of the entire second line to Hamburg will be accomplished.

2. In the latter part of April, the Russians loaded 100 railroad cars with special freight trucks (Lastkraftwagen) from the former army camps in Satzkorn (Z54), destined for Brest-Litovsk. Regular relief trains are reported to supply the still existent maintenance camps, and a locomotive is reserved for this feeder service at the shunting station Wustermark (Z55).

3. [] half a relief train with fresh troops from the USSR arrived at the large troop camp in the former "Olympic Village". Observers described the arriving troops as incompletely clothed and armed, especially in regard to footwear for the younger men.

4. The Demag tank factory in Albrechtshof near Spandau (265) is said to be almost completely dismantled. Only the larger shoprooms remain standing, since they are being used with installed cranes to load dismantled iron columns. Fourteen or fifteen more trainloads of iron construction materials are still to be dispatched to Russia to complete the dismantling. During the shipping, [redacted], the iron columns will be coated with red-brown protective paint, so that they will appear new rather than dismantled material.

5. [redacted] during late April many trains carrying Russian tanks arrived from the east, including two full trains (about fifty cars) with tanks covered with tarpaulin so that only the gun barrels (estimated by observers as 15 cm. caliber) could be seen. Both trains were en route to Mostock. According to other sources, trains with tanks travel north from Thuringia and Saxony, which suggests that considerable tank materiel is being shifted into the Mecklenburg region.

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